

怡生號  
 YEAP SANG & CO.  
 COAL MERCHANTS,  
 have always on hand  
 LARGE STOCKS OF EVERY DESCRIPTION OF COAL.  
 Address:—Care of Messrs. KWONG SANG & CO.  
 No. 68, PRAYA.



## INTIMATIONS

**BROWN, JONES & CO.**  
DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. (2704)



**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

- A—THORNE'S BLEND, White Capsule, ..... \$10.80  
B—WATSON'S GLENROCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark, ..... 10.80  
C—WATSON'S ABERLOCH GLENROCHY, Red Capsule, with Name and Trade Mark, ..... 12.00  
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule, ..... 14.40  
E—WATSON'S VERY OLD LAGUR SCOTCH WHISKY, Gold Capsule, ..... 15.00

THORNE'S BLEND AND WATSON'S GLENROCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABERLOCH GLENROCHY is a very old Peat Whisky, (smoky) and could not be replaced in stock at the price.

D is well known for its fine flavour. E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

**A. S. WATSON & CO., LIMITED.**  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

Hongkong, 14th June, 1896.

**NOTICE TO CORRESPONDENTS**  
Our communications relating to the contents of this paper should be addressed to the Editor, and not to the Proprietor, who is not responsible for the contents of the paper. All letters for publication should be written on one side of the paper only.

**The Daily Press.**  
HONGKONG, JULY 17, 1896.

HONGKONG, JULY 17, 1896.

The ambition of France seems to be to keep a toll gate. She has little foreign trade of her own to speak of, but is anxious to establish and open trade routes in order that she may levy toll on the goods using them and take such incidental profits as the handling of the trade may bring. In opening the Tonkin route she has unmistakably done good to the trade of Hongkong, but if another route can be found which offers equal or greater advantages she will necessarily lose the traffic. Hence the hostility she exhibited to the opening of the West River. Mr. Bournon on his recent visit to Yunnan-fu found that since his previous visit in 1885 the import trade in foreign goods had almost entirely shifted from the West River route by way of Poë to the Tonkin route by way of the Red River and Mengtzu. This revolution, he says, is entirely due to the energy of the French in vigorously enforcing on the Chinese Government their right to transit passes to cover goods from Mengtzu to Yunnan-fu. The result is that our goods are cheaper there than they were and that Yunnan-fu is well supplied with foreign goods of all sorts, at least those light enough in weight to bear caravan transit. But although the French have freed our goods from Chinese exactions between Mengtzu and Yunnan-fu the dues they themselves levy in Tonkin go a long way to counteract this gain. Mr. Bournon gives a table of the French dues on certain classes of goods, from which it appears that grey shirtings have to pay Tl. 0.261 per piece, fine cotton yarn Tl. 0.756 per 133 lbs., coarse yarn Tl. 0.615 per 133 lbs., cotton listings Tl. 0.64 per piece, long ends Tl. 0.425 per piece, and kerosine Tl. 0.94 per cask, the approximate ad valorem percentage ranging from 34 to 11. "In addition to the transit dues there is a charge on every invoice of goods entering Tonkin of bond, statistics, etc., a variable amount according to the numbers of packages, with \$0.60 for three *acquit de douane* on every bill of lading. The minimum charge on this account seems to be \$1 on a single case, and might be \$10 on thirty or forty cases. It seems to be somewhat arbitrary but not "partake of the nature in some respects of what is known in this part of the world as a 'squeeze.' On exports from China to Hongkong by the Red River Tonkin at present levies no transit dues, but takes the same levy for docks, etc., as described above for imports." At Mengtzu imports have to pay the Chinese Customs dues, namely, seven-tenths of the treaty port tariff and a transit duty of half the cost of import duty. A piece of grey shirting imported into Yunnan therefore pays to the

and to the Chinese Government Tl. 0.96, or nearly three times as much to the French as to the Chinese. Together these amounts come to Tl. 0.857. By the West River route a piece of grey shirting would pay Tl. 0.8 import duty and Tl. 0.4 transit pass duty, making Tl. 1.2, or, say, one-third only of the charges by the Tonkin route, supposing that the levy of illegal exactions were resisted as successfully by the British as it has been by the French. On this point, however, we are at present at a disadvantage, as may be seen by the following extract from Mr. Bournon's report:—"As far as Yunnan-fu itself is concerned, Tonkin and Yunnan-fu, thanks to the efforts of the French, do not concern us; but in the case of goods coming across our Burmese frontier not only is Tonkin levied at Tonquang (Moumou) according to the provincial tariff, but a *fu-shui* or prefectural duty is levied at each prefecture through which the goods pass, and there are five of them."

A piece of grey shirting imported via Bhamo and Tsin-fu would have to pay in addition to import duty, not now but soon to be levied, Tl. 0.15, five *fu-shui* at Tl. 0.03 each Tl. 0.15, total Tl. 0.30, or 15 percent *ad valorem*. When the Foreign Customs have to take notice of this trade with the British Government insist on the strict observance of the tariff, or allow Tonkin and *fu-shui* to continue? The treaty stipulations with regard to the tariff are identical in the British and French conventions, and as the French have swept away all illegal levies on the trade passing by Tonkin so ought the British Government to insist that they are not allowed to be charged on trade from Burmah or Hongkong. If the transit pass system were honestly in force in Kweichow, Yunnan, and Kweichow Mr. Bournon is of opinion that the greater part of Yunnan would be supplied from Kweichow, unless the French allowed free transit through Tonkin. "Under present conditions in Tonkin," he says, "if the transit pass system were made to work as well as from Yunnan-fu it would be from Mengtzu."

I believe the new dues proposed through the French colony would be very small, and that the districts supplied from Burmah and Yunnan would meet in Yunnan-fu, because the exchange of products, and therefore the course of trade, is between Yunnan and Kweichow, Canton, and Hongkong, and not between Yunnan and Tonkin."

There were no new cases of plague yesterday and no deaths.

We hear of newspapers by the French mail which arrived at six o'clock Tuesday morning having been delivered as late as half-past eleven yesterday evening. The route of delivery used the Hongkong Post Office could easily take first place.

A Central News telegram of the 28th May states that Mr. Conroy, the recently appointed Minister of the United States to Peking, in the course of an interview said he was charged by the Government of the United States to negotiate the Chinese coast to be used by America for the purpose of a coaling station, as such a place would be invaluable to the American fighting fleet.

Philippe, a correspondent who signs himself J. G. says: "The Americans are by virtue of their experience in their own northern possessions admirably fitted to develop the latent resources of the Philippine group. Their genius under the new conditions is untiring, but full of promise; the natives would flourish exceedingly under honest treatment and capable rule, while the thought between the Stars and Stripes at Manila and the Union Jack at Hongkong there were hands stretched across, joined in a friendly embrace, would be a sight not without interest to the French."

For reasons of its own, we are anxious to disturb the Anglo-Saxon status quo. The birthplace of the Far Eastern race was in the factories of Canton and among its earliest workers were several persons of European descent who names subsequently became household words among commercial men. They brought waffles, cocktails, and good stories to the social life of the Chinese, and they gave the Chinese and the Chinese gave the Europeans, and they taught our somewhat conservative Clyde shipbuilders the class of vessel best adapted for the inter-colonial navigation of that sea. They gave the Chinese the idea of the Chinese, under somewhat discouraging circumstances, that we owe the gradual abolition of the junk traffic and the substitution of the steamship to the Chinese, and that the Chinese are the true owners of this community. It is true in this regard of the former American settlers in China that they laboured and that we have entered into their labours. Every consideration of justice or of justice of policy points to the welcoming of our American consuls should they deem it right to take a new departure in the Far East. We owe much to the Chinese Government for the policy must never be forgotten that it was Commodore Telford who, on a famous occasion, recognised that blood was thicker than water, and who acted with the progress and the sympathy which should and must underlie all the relations between the United Kingdom and the United States.

Consul's Magazine with the June number opens a volume. Pictorial illustrations in the opening chapters of a serial by Joseph Hocking, the title being "Treason: a story of Cornwall," a complete story by Bro. Harle, "Johnny Jonathan King," and other short stories, while the miscellaneous articles are interesting and interesting. One of the articles is on "Matters at Sea," in which reference is made to several cases of Chinese piracy. In the "Quebec for June" and other short stories, and also the new volume of the "Matters at Sea," in which reference is made to several cases of Chinese piracy. In the "Quebec for June" and other short stories, and also the new volume of the "Matters at Sea," in which reference is made to several cases of Chinese piracy.

George A. Wade. We are told that the Rev. Ernest Osborne, M.A., D.D., was staying with his wife and two children at his brother's home, the rectory of Little Wymondley, when he received a letter informing him that the Archbishop and two bishops, in whom were vested the choice, had deposed him to offer him the bishopric of Southern China, with the oversight of the Christian mission work in the provinces of Yunnan, Kweichow, and Kwangsi. Accordingly the bishopric passed to Kweichow, in the province of Yunnan, where the bishopric had been built by the courtesy of the bishop's palace. There is opposition from the mandarins, Shun Lim by name, who apparently must have had at least a word to say in the matter. We have no hesitation in asserting that Mr. Wade is wrong, and also the editor of the *Quarterly*, in imposing on the public with such a quiver.

We have received from Messrs. Wagoner & Co. agents of the Kaitakeiki Pacific Mail Steamship Co., a list of the Company and rates of freight and passage.

A Peking telegram of the 27th June transmitted by the *Asio* telegraph from Japan, dated June 27, is to the effect that the progress has been made in the negotiations between Great Britain and China with regard to the reorganization of the Chinese army as suggested by the British. The progress is not so successful.

The following appointments have been made at the Admiralty:—First Engineer—John Fowler, to the *Champion*, auxiliary, to date June 3. Engineer—Thomas Slattery, to the *Blenheim*, auxiliary, to date June 3. Engineer—William Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3.

From the home papers we see that there was some talk of Sir John MacDonald being appointed to the post of British Consul in Yunnan. He has been filled otherwise, but no doubt Sir John MacDonald will be a valuable asset to the British services in China. MacDonald is a man of high standing in the British Empire, and his appointment to the post of British Consul in Yunnan would be a great advantage to the British services in China.

The *Full North Gazette* of the 27th May has a long article on Mr. Hooley as a Company Promoter, which explains to a certain extent the sudden collapse of that enterprise. A carefully prepared statement of the different concerns with which Mr. Hooley has been connected, and the aggregate capital value was \$2,500,000. Apart from the British Co., the speculations have been tremendous. Dunlop, Deane, alone having dropped \$1,300,000. The shares of most of the companies were difficult to negotiate, and the British Co. was the only one that was not. Under this lead, the British Co. and United. Ordinance Companies were absolutely declined by the stock-jobbers.

The New York Herald (Paris edition) is a leader on the Philippines, says—His Admiral Dewey, after taking the Philippines, caught a white elephant, which it will ruin us to feed. It is certain the United States cannot give the islands back to Spain. Upon humanitarian grounds alone this is impossible. The United States cannot sell them to Great Britain, as the latter would be bound to sell them to Germany. The United States cannot sell them to Germany, as the latter would be bound to sell them to France. The United States cannot sell them to France, as the latter would be bound to sell them to Russia. The United States cannot sell them to Russia, as the latter would be bound to sell them to Japan. The United States cannot sell them to Japan, as the latter would be bound to sell them to the United States.

We have just received from the French mail which arrived at six o'clock Tuesday morning having been delivered as late as half-past eleven yesterday evening. The route of delivery used the Hongkong Post Office could easily take first place.

We have received from Messrs. Wagoner & Co. agents of the Kaitakeiki Pacific Mail Steamship Co., a list of the Company and rates of freight and passage.

A Peking telegram of the 27th June transmitted by the *Asio* telegraph from Japan, dated June 27, is to the effect that the progress has been made in the negotiations between Great Britain and China with regard to the reorganization of the Chinese army as suggested by the British. The progress is not so successful.

The following appointments have been made at the Admiralty:—First Engineer—John Fowler, to the *Champion*, auxiliary, to date June 3. Engineer—Thomas Slattery, to the *Blenheim*, auxiliary, to date June 3. Engineer—William Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3.

From the home papers we see that there was some talk of Sir John MacDonald being appointed to the post of British Consul in Yunnan. He has been filled otherwise, but no doubt Sir John MacDonald will be a valuable asset to the British services in China. MacDonald is a man of high standing in the British Empire, and his appointment to the post of British Consul in Yunnan would be a great advantage to the British services in China.

The *Full North Gazette* of the 27th May has a long article on Mr. Hooley as a Company Promoter, which explains to a certain extent the sudden collapse of that enterprise. A carefully prepared statement of the different concerns with which Mr. Hooley has been connected, and the aggregate capital value was \$2,500,000. Apart from the British Co., the speculations have been tremendous. Dunlop, Deane, alone having dropped \$1,300,000. The shares of most of the companies were difficult to negotiate, and the British Co. was the only one that was not. Under this lead, the British Co. and United. Ordinance Companies were absolutely declined by the stock-jobbers.

The New York Herald (Paris edition) is a leader on the Philippines, says—His Admiral Dewey, after taking the Philippines, caught a white elephant, which it will ruin us to feed. It is certain the United States cannot give the islands back to Spain. Upon humanitarian grounds alone this is impossible. The United States cannot sell them to Great Britain, as the latter would be bound to sell them to Germany. The United States cannot sell them to Germany, as the latter would be bound to sell them to France. The United States cannot sell them to France, as the latter would be bound to sell them to Russia. The United States cannot sell them to Russia, as the latter would be bound to sell them to Japan. The United States cannot sell them to Japan, as the latter would be bound to sell them to the United States.

We have just received from the French mail which arrived at six o'clock Tuesday morning having been delivered as late as half-past eleven yesterday evening. The route of delivery used the Hongkong Post Office could easily take first place.

A Central News telegram of the 28th May states that Mr. Conroy, the recently appointed Minister of the United States to Peking, in the course of an interview said he was charged by the Government of the United States to negotiate the Chinese coast to be used by America for the purpose of a coaling station, as such a place would be invaluable to the American fighting fleet.

Philippe, a correspondent who signs himself J. G. says: "The Americans are by virtue of their experience in their own northern possessions admirably fitted to develop the latent resources of the Philippine group. Their genius under the new conditions is untiring, but full of promise; the natives would flourish exceedingly under honest treatment and capable rule, while the thought between the Stars and Stripes at Manila and the Union Jack at Hongkong there were hands stretched across, joined in a friendly embrace, would be a sight not without interest to the French."

For reasons of its own, we are anxious to disturb the Anglo-Saxon status quo. The birthplace of the Far Eastern race was in the factories of Canton and among its earliest workers were several persons of European descent who names subsequently became household words among commercial men. They brought waffles, cocktails, and good stories to the social life of the Chinese, and they gave the Chinese and the Chinese gave the Europeans, and they taught our somewhat conservative Clyde shipbuilders the class of vessel best adapted for the inter-colonial navigation of that sea. They gave the Chinese the idea of the Chinese, under somewhat discouraging circumstances, that we owe the gradual abolition of the junk traffic and the substitution of the steamship to the Chinese, and that the Chinese are the true owners of this community. It is true in this regard of the former American settlers in China that they laboured and that we have entered into their labours. Every consideration of justice or of justice of policy points to the welcoming of our American consuls should they deem it right to take a new departure in the Far East. We owe much to the Chinese Government for the policy must never be forgotten that it was Commodore Telford who, on a famous occasion, recognised that blood was thicker than water, and who acted with the progress and the sympathy which should and must underlie all the relations between the United Kingdom and the United States.

Consul's Magazine with the June number opens a volume. Pictorial illustrations in the opening chapters of a serial by Joseph Hocking, the title being "Treason: a story of Cornwall," a complete story by Bro. Harle, "Johnny Jonathan King," and other short stories, while the miscellaneous articles are interesting and interesting. One of the articles is on "Matters at Sea," in which reference is made to several cases of Chinese piracy. In the "Quebec for June" and other short stories, and also the new volume of the "Matters at Sea," in which reference is made to several cases of Chinese piracy.

George A. Wade. We are told that the Rev. Ernest Osborne, M.A., D.D., was staying with his wife and two children at his brother's home, the rectory of Little Wymondley, when he received a letter informing him that the Archbishop and two bishops, in whom were vested the choice, had deposed him to offer him the bishopric of Southern China, with the oversight of the Christian mission work in the provinces of Yunnan, Kweichow, and Kwangsi. Accordingly the bishopric passed to Kweichow, in the province of Yunnan, where the bishopric had been built by the courtesy of the bishop's palace. There is opposition from the mandarins, Shun Lim by name, who apparently must have had at least a word to say in the matter. We have no hesitation in asserting that Mr. Wade is wrong, and also the editor of the *Quarterly*, in imposing on the public with such a quiver.

We have received from Messrs. Wagoner & Co. agents of the Kaitakeiki Pacific Mail Steamship Co., a list of the Company and rates of freight and passage.

A Peking telegram of the 27th June transmitted by the *Asio* telegraph from Japan, dated June 27, is to the effect that the progress has been made in the negotiations between Great Britain and China with regard to the reorganization of the Chinese army as suggested by the British. The progress is not so successful.

The following appointments have been made at the Admiralty:—First Engineer—John Fowler, to the *Champion*, auxiliary, to date June 3. Engineer—Thomas Slattery, to the *Blenheim*, auxiliary, to date June 3. Engineer—William Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3. Engineer—John Wright, to the *Blenheim*, auxiliary, to date June 3.

From the home papers we see that there was some talk of Sir John MacDonald being appointed to the post of British Consul in Yunnan. He has been filled otherwise, but no doubt Sir John MacDonald will be a valuable asset to the British services in China. MacDonald is a man of high standing in the British Empire, and his appointment to the post of British Consul in Yunnan would be a great advantage to the British services in China.

## A VISIT TO THE LINES ON THE PHILIPPINE INSURGENTS.

The following is a description by Mr. P. G. McDonald, correspondent of the *New York Journal*, of a visit paid to the insurgent lines near Manila.

Manila Bay, 28th June.  
I have just returned from the insurgent front, after having made a trip across country to the district where the most active fighting is taking place, and have under the fire of the Spanish troops at Malabon. This is the southern outpost of Manila Island.

On Monday morning I set out from Cavite Arsenal accompanied by Lieut. V. R. Brice, Secretary to General Anderson, and Mr. Prioleau, chief officer of the *Zaire*. The journey from Cavite to Malabon was made in a motor launch, and the trip was a most interesting one. The line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

At Malabon we were met by a number of Spanish troops, and the journey was continued. The line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

After an hour's riding we reached Cavite, and the journey was continued. The line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance. The journey was continued, and the line of the insurgent front was marked by a series of trenches, and the Spanish troops were seen in the distance.

## THE SHANGHAI-WOOSUNG RAILWAY.

Just now, when speculation is rife as to the opening of the Shanghai-Woosung Railway, it is well to give a few details concerning its position and progress and it is with that object that one of our correspondents has been to the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

## THE SHANGHAI-WOOSUNG RAILWAY.

Just now, when speculation is rife as to the opening of the Shanghai-Woosung Railway, it is well to give a few details concerning its position and progress and it is with that object that one of our correspondents has been to the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration. As we announced some months ago it was intended to open the line for all kinds of traffic at the principal offices of the Imperial Chinese Railway Administration.

## WANTING TO SEE THE "CONSUL."

The inmates of the U.S. Consulate at Yokohama, the *Japan Herald* remarks, were startled from their post-lunch slumber, the other day by the sudden arrival of an American merchant seaman, drunk, of course, who gained admittance by the rear entrance. He was a man who would have been better off at sea than in the "Consul," and he wanted to see the "Consul," must see the "Consul," on important business. He was informed that the office was closed, and that he had better obtain a pass. He was a citizen of the United States; he knew his rights, the "Consul" was here to give information, and he—

the inmate—lashed, said, that the "Consul" should be better off at sea than in the "Consul," and he wanted to see the "Consul," must see the "Consul," on important business. He was informed that the office was closed, and that he had better obtain a pass. He was a citizen of the United States; he knew his rights, the "Consul" was here to give information, and he—

## THE PHILIP IN THE PHILIP.

The Madrid correspondent of the Times, writing under the date of the 3rd June, says:—It was generally expected that there would be yesterday a stormy debate in the Chamber about the religious orders in the Philippines, but no such thing happened. The



## COMMERCIAL.

ING QUOTATIONS.	
WEDNESDAY, 6th July.	
EXCHANGE.	
Transfer .....	1/11
on demand .....	1/11 1/2
at 30 days' sight .....	1/11 1/2
at 4 months' sight .....	1/11 1/2
4 months' sight .....	1/11 1/2
per Bills, 4 months' sight .....	1/11 1/2
on demand .....	2.42
4 months' sight .....	2.40
.....	1.05 1/2
on demand .....	4 1/2
days' sight .....	47 1/2
Transfer .....	147
on demand .....	147 1/2
Transfer .....	147
on demand .....	147 1/2
.....	74 1/2
days' sight .....	76 1/2
.....	6 1/2 p.m.
.....	nom.
.....	1 p.m.
Bank's Buying Rate, 10.25	
0 fine per ton .....	54.50
STOCK SHARES.	
PAID UP.	QUOTATIONS.
.....	[5870]
pref. ....	112 1/2
100 nominal	
.....	44 nominal
.....	41 1/2
.....	58 1/2, sellers
.....	41 1/2
.....	61 nominal
.....	110 1/2
.....	810
.....	810 1/2, sellers
.....	1100 1/2, sellers
Tin. 100	110, sellers
.....	840
Tin. 100	82 1/2
.....	100
Tin. 50	100
Tin. 50	100 1/2
Tin. 100	100 1/2
.....	100 1/2
.....	325 3/4, sellers
.....	110 1/2

\$500	\$33
£10	\$125
\$10	\$121

[illegible][illegible]

9	—	—	8W	8	—	010
17	—	—	8W	6	—	001

[illegible]

Temperature on the 8th ..... 78  
J. G. FIGG, Acting Director.

Ocean Observatory, 6th July, 1858.  
 DUNN & Co's REGISTER, 6th July.  
 29.85 Therm. 5 A.M. (Wetbulb) 79  
 29.78 Therm. 12 M. (Wetbulb) 76  
 29.78 Therm. 4 P.M. (Wetbulb) 76  
 86 Therm. Maximum..... 86  
 86 Therm. Minimum..... 86  
 85 night..... 85

**WINDING TIDE TABLE.**  
 7th to 13th July.

WATER.		LOW WATER.	
Height.	Time.	Height.	Time.
1	11 30	1	11 30
2	11 20	2	11 20
3	11 10	3	11 10
4	11 00	4	11 00
5	10 50	5	10 50
6	10 40	6	10 40
7	10 30	7	10 30
8	10 20	8	10 20
9	10 10	9	10 10
10	10 00	10	10 00
11	9 50	11	9 50
12	9 40	12	9 40
13	9 30	13	9 30
14	9 20	14	9 20
15	9 10	15	9 10
16	9 00	16	9 00
17	8 50	17	8 50
18	8 40	18	8 40
19	8 30	19	8 30
20	8 20	20	8 20
21	8 10	21	8 10
22	8 00	22	8 00
23	7 50	23	7 50
24	7 40	24	7 40
25	7 30	25	7 30
26	7 20	26	7 20
27	7 10	27	7 10
28	7 00	28	7 00
29	6 50	29	6 50
30	6 40	30	6 40

..

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26



